

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DERFFLINGER" E. Meiers	WEDNESDAY, 26th January, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YOROK" Capt. J. Randemann	About WEDNESDAY, 26th January.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COLEMAN" Capt. H. Raegenet	FRIDAY, 28th January, Daylight.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iske	About SATURDAY, 31st February.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	End of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th January, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Bourge	17th Jan. P.M.
MARSEILLES, VIA PORTS	OCRAHIE	Sellier	18th Jan. at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ARMAND BERIC	Guionnet	31st Jan. P.M.
MARSEILLES, VIA PORTS	NERA	Martin	1st Feb. at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interceptors meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

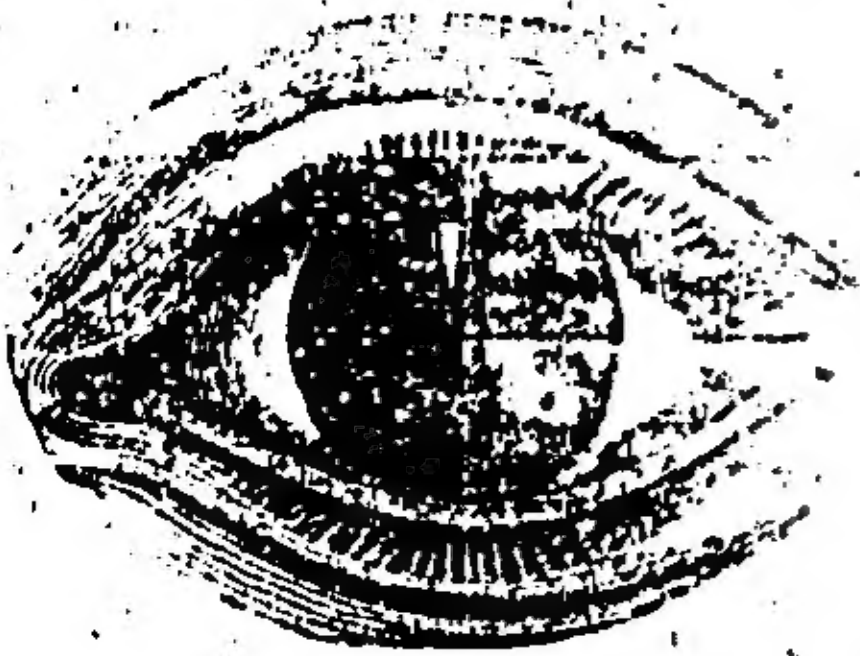
AGENT,

QUEEN'S BUILDINGS.

Hongkong, 4th January, 1910.

Intimations.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON, SHANGHAI, HONGKONG, 16, Nassau Street, 16, Nassau Street, 16, Nassau Street.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LADDERHOES.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th March, 1909.

JAPANESE MASSAGE.

Massieur MEIJI SHA,

GRADUATE OF

KOBE MESSAGE SCHOOL.

ATTENDANCE AT

PATIENTS' RESIDENCE.

No. 17, WANCHAI ROAD,

GROUND FLOOR.

Hongkong, 10th January, 1910.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state
that the will be pleased to receive orders for
all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars
and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Collars
and Cuffs, and all kinds of Embroidery.
Materials can be supplied, if required.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length..... 515 ft.	Docking Length..... 376 ft.	Docking Length..... 481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Docking
and repairing Vessels and Machinery of every description.

The plan and tools are of recent patterns for dealing quickly and cheaply with work
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of
Dock and for taking Sailing Vessels in or out of the b. The floating derrick is capable
of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that
of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst
under repairs.

Telephone: Nos. 876, 104, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebert, Bootle, A. 1, and Wathills.

Yokohama, April 28th, 1909

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

MOTOR BOATS

FOR HIRE

ALWAYS AT BLAKE PIER.

NEW BICYCLES

FOR HIRE AND SALE.

GENERAL REPAIRERS

OF

TYPEWRITERS, BICYCLES

and MOTORS.

DRAGON CYCLE DEPOT,

33 and 35, Des Voeux Road.

To Let

TO LET

No. 3, MORRISON HILL Immediate

entry.

Apply—

Messrs. JARDINE, MATHESON

& Co., Ltd

Hongkong, 9th December, 1909.

TO LET.

OFFICES, No. 2, CORNAUGHT ROAD,

3rd Floor.

No. 3 CLIFTON GARDENS, COMDOY

ROAD.

A HOUSE in WONG-KEI-GHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE

BUILDINGS, and No. 162, DES VOUEX

ROAD next to the Hongkong Hotel.

FLATS in MORRISON TERRACE.

No. 20, DES VOUEX ROAD CENTRAL,

1st Floor.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 20th November, 1909.

To, et.

GODOWNS in MA S LANE between

Wyndham and Des Voeux Streets lately

vacated by Messrs. Barretto and Co. suitable

for Cinematograph show or storage.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 25th January, 1910.

TO LET.

GODOWN in 10, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 20th November, 1909.

TO LET.

OFFICES and ROOMS on the 2nd

Floor of No. 14, Des Voeux Road

Central (formerly occupied by Messrs. Shewan,

Tomes & Co.)

Apply to—

THE COMPTON & DEPARTMENT,

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 11th September, 1909.

TO LET FURNISHED.

"TANTALLON," 126A, Barker Road

Rent \$225.00 per month. Seen by

appointment only.

Apply to—

GODDARD & DOUGLAS.

Hongkong, 8th December, 1909.

TO LET—FURNISHED.

FROM 1st APRIL NEXT.

No. 7, PEAK ROAD known as "Kurub-

ji" a SIX-ROOMED BUNGALOW

with good servants' and coolies' Quarters and a

Garden.

Apply to—

DAVID SASSOON & CO., LD.

Hongkong, 12th January, 1910.

TO LET

KING'S BUILDINGS, OFFICES facing

the Harbour from about October, at

present in occupation of Messrs. Jardine,

Matheson & Co., LD.

Apply—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 3rd June, 1909.

TO LET.

IN No. 4, DES VOUEX ROAD CENTRAL,

One Godown.

In No. 1, QUEEN'S ROAD CENTRAL,

Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31,

WYNDHAM STREET.

Apply to—

DAVID SASSOON & CO., LD.

Hongkong, 18th November, 1909.

TO LET.

GODOWN, No. 4, PRATA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 20th November, 1909.

RUBBER RETURNS.

Ledbury (Barker and Co.)
Dec. '09 12 mos. Dec. '08 12 mos. '08
8,170 65,970 1,139 28,056
Pegoh (Derrick and Co.) 2,316 lbs for Dec.
Straits Settlements (Bertram) Dec. output
13,500 dry.
Seremban Rubber Estates, Dec. crop 2,007
lbs.
Allagar Estate (McAlister & Co.) 2,000 lbs.
for December.

The Planters Stores Agency has received a
London wire that the average price of Plan-
tation is seven and sixpence half-penny to-day.
1909 RUBBER PRICES.
The following figures of the average prices
realised at public auction for No. 1 plantation
Para during 1909 may be of interest.

January 5.24	July 7.48
February 5.1	August 7.4
March 5.4	September 8.7
April 5.5	October 9.08
May 5.64	November 8.91
June 6.34	December 7.51
Average 5.44	Average 8.1
Jan-June 5.44	July-Dec 8.1
Mean average for 1909—6.24 per lb.	
" " 1908—4.14 " "	
" " 1907—4.14 " "	
Ipoh, Jan. 5.	

Messrs. Aylesbury and Garfield have received
a wire from London to-day that the average
rubber price to-day is 7/7 per pound.

HIGHLANDS AND LOWLANDS DIVIDEND.
Messrs. Bawson and Co. inform us that they
have received cable advice that the Highlands
and Lowlands Para Rubber Co., Ltd., have
declared a further interim dividend of 7 1/2% pay-
able 17th January, 1910.

The harvest from Sandycroft (Barker and
Co.) for December was 11,061 lbs. dry, making
a total for 11 months of 63,516 lbs. dry.—Singa-
pore Free Press.

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

XXX Very Old Fine\$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,
Sole Agent,
Hongkong, 30th April, 1909.

NOTICE.

MR. LI HON FAN, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.

He has a good method of training Euro-
peans to pass in the Chinese examination, and
is possessed of a first rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin.

Those who intend learning the Chinese
language are requested to write care of
Hongkong Telegraph office or direct to 37,
Hollywood Road, and floor.

Hongkong, 3rd January, 1910.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 10th March, 1908.

OSMAN &

CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Sample on application.

Consent. Part Orders carefully

executed.

Hongkong, 6th September, 1909.

WEATHER-FORCAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the
mast in front of the Water Police Station at
Tsim Sha Tsui for the information of masters
of vessels leaving the port. They do not
necessarily imply that bad weather is expected
here:—

- Signal No.
1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and 1 1/2 U.M. below. Indicates a Typhoon to the North-East of the Colony.
 3. A DRUM. Indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and DRUM below. Indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and BALL below. Indicates a Typhoon to the South-West of the Colony.
 7. A BALL. Indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and BALL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.

Black Signal. Indicate that the centre is
believed to be less than 300 miles away from
the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such
positions or are moving in such directions that
information regarding them is considered to
be of importance to the Colony or to shipping
leaving the harbour.

These signals are repeated at the Harbour
Office, H.M.S. Tamar, Green Island Signal
Mast, and the Flagstaff on the premises of the
Hongkong and Kowloon Wharf and Godown
Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected
that the wind may increase to full typhoon
force at any moment, the following Urgent
Signal will be made at the Water Police
Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS
OF TEN SECONDS.

A Black Cross will be hoisted at the same
time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhib-
ited from the Flagstaff on the roof of the Water
Police Station at Kowloon, the Harbour Office
Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green,
Indicates that a typhoon is believed to be
situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green,
Indicates that a typhoon is believed to be
situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red,
Indicates that the wind may be expected to
increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the
Explosive Bombs, as above, in the event of the
information conveyed by this signal being first
published by night.

These Night Signals will be substituted the
the Day Signals at sunset, and will, when
necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing
Ocean Vessels, a Cone will be exhibited at
each of the following stations during the time
that any of the above Day Signals are hoisted
in the Harbour.

Gap Rock. Aberdeen.

Waglan

Intimation.

Powell's
NEW
FABRICSIN
ENDLESS
VARIETY
FOR
WINTER
CURTAINS

PORTIERES.

WINDOW
DRAPERIES.MANTEL
DRAPERIES.CASEMENT
BLINDS.CUSHIONS
AND
RECOVERING
FURNITURE.SHOW ROOMS
FIRST FLOOR
ALEXANDRA
BUILDINGS.POWELL'S
HONGKONG, 14th December, 1909.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th of January, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st of January, at 9.30 A.M.

All Claims must reach us before the 25th of January, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELOHERS & Co.,
General Agents.
Hongkong, 7th January, 1910.

"SHIRE" LINE OF STEAMERS.
LIMITED.

NOTICE TO CONSIGNEES.
FROM EUROPE.

THE Company's Steamship

"CARNARVONSHIRE,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 16th inst., at 6 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godowns, where they will be examined in 9.30 A.M. on the 15th inst. No Claims will be admitted after Goods have left the Godown, nor will they be recognized if presented after 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 10th January, 1910.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVOLIC,"
FROM ANTWERP, LEITH, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 10th January, 1910.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "WELSH PRINCE,"
FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 2.30 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognized.

No Fire Insurance has been effected.
ARNHOLD KARBURG & Co.,
Agents.
Hongkong, 12th January, 1910.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th of January, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th of January, at 9.30 A.M.

All Claims must reach us before the 23rd of January, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.
NORDDEUTSCHER LLOYD
MELOHERS & Co.,
General Agents.
Hongkong, 12th January, 1910.

50 YEARS IN INDIA.

ALL-ROUND PROGRESS UNDER BRITISH RULE.

It may fairly be claimed that, during the years of government under the Crown, progress has been more rapid in India than during any previous period of the same length.

The polity, the progress, and the requirements of India have been investigated by competent critics of many nations, and the general verdict has been that, despite mistakes and shortcomings such as are inseparable from human effort, the administration of India by the Crown has been an earnest and fairly successful attempt to solve political, social, and national problems of much difficulty and complexity.

We survey our labours of the past half-century with clear gaze and good conscience. These words (of which the first sentence is quoted from the King's Proclamation of November, 1907), are part of the concluding paragraph of an important memorandum, setting forth in detail the results of 50 years of British rule in India, issued last month by the India Office.

The memorandum is a revised issue, bringing the facts up to date, of one prepared in 1889 on the results of Indian administration from the beginning of direct Crown administration to that date.

Preliminary reference to some of the facts, obvious but often ignored, about India, includes a reminder that India is not a single country with a homogeneous population, but a congeries of countries, widely differing in language, creed, custom, and civilisation. Recent changes in the governmental machine (such as the altered composition of the Viceroy's Council) are specified; and it is asserted that:

In pursuance of the policy announced in her Majesty's proclamation of November, 1858, in accordance with Acts of Parliament and in fulfilment of the just aspirations of the educated and leading classes, much effort has been made to associate natives of India with the government of their own country.

"POLICE A 'WEAK POINT'."

Dealing in detail with different branches of administration and industry, the memorandum claims a great advance in the administration of justice. "In old days" public officers of this class were often accused, or suspected, of corrupt motives, but at the present time such accusations are rare.

"The police department is still, as heretofore, a weak point in the administration, many circumstances contributing to prevent its sharing in the advance which other departments of the public service have made during the last generation." Effect is now being given, however, to the recommendations of the commission which reported in 1904; and notwithstanding admitted defects the police system and practice have undoubtedly made considerable advance during the past 50 years.

"One of the difficulties in the way of reform is that the bulk of the people are as yet in imperfect sympathy with the police, though in times of trouble and at seasons when extreme pressure falls upon the local force, respectable townspeople and villages accept and faithfully discharge the duties of special constables without pay or reward. Railways, too, have made it easier for robber gangs to travel long distances to and from the scenes of their crimes, and have given rise to new forms of robbery."

FALLING PRISON DEATH-RATE.

A vast improvement has also taken place in jails. "The early Indian jail system was insanitary, demoralising, and non-deterrent"; but the result of building new jails for each class of prisoner, improved diet, hospital accommodation, and other reforms the death-rate came down to 18 per thousand in 1907, as compared with a prison death-rate of 55 per thousand in 1880 and with 90 per thousand, which was the average of the death-rates of eight provinces in 1863.

In 1878 the daily average number of prisoners in Indian jails was 121,000; in the past four years it was 97,000.

Touching the reform of the land revenue, it is stated that this represents now less than one-fourth of the total revenue of the country; in 1856 it was above one-half.

In 1850 there were 36,000 miles of postal route; now there are nearly 160,000. Thirty-three millions of letters have grown to over 800 millions. There were no savings banks then carried on by the Government; now there are 8,000, with deposits of about £10,000,000.

DEFICIT TURNED TO SURPLUS.

"The 50 years under review began when the financial difficulties caused by the Sepoy Mutiny were at their height. Between 1857 and 1882 those troubles caused a great excess of expenditure over revenue and an addition of £42,000,000 to the public debt of India. In 1861-62 equilibrium was practically restored to the finances.

During the 20 years previous to the Mutiny there had been 14 years of deficit and six of surplus, yielding a net deficit of £16,393,000 and an addition of £15,000,000 to the debt. During the 30 years ending 1907-9 there have been 21 years of surplus and nine of deficit, yielding, in the aggregate, a net surplus of £24,000,000.

The public debt of India is only 38½ millions. Nowadays, it is declared, the monetary credit of India compares favourably with that of many European States.

BENEFIT OF CHEAP RAILWAYS.

In 1857 the Indian Government had opened 300 miles of railway, which carried during the year two million passengers and 253,000 tons of goods; on 1 April there were 30,983 miles of open railway, which carried during the year 330 million passengers and over 64 million tons of goods. The gross earnings during 1908 were 30 million pounds, and it has been estimated that benefit to an amount corresponding to a hundred millions a year is done by reason of the cheapness, exclusive of the saving of time.

Against famine the country is more fitted to contend than it was 50 years ago. By timely arrangements and the liberal expenditure of public money a drought can now be combated

without disturbance of ordinary public business and with a great measure of success.

CONDITIONS OF THE PEOPLE.

Summarising the condition of different classes, the memorandum says that the landowning class is undoubtedly better off than 50 years ago, for the profits of agriculture are larger owing to the rise in prices and the export demand for surplus produce. The trading classes are on the whole, better off by reason of the greatly increased commerce of the country.

The professional classes, lawyers, and soldiers enjoy better incomes than they used to do, and the salaries of Indians in the service of Government average higher than they formerly did. The tenant or ryot class in all provinces enjoy some share, and in some provinces have obtained a considerable share in the increased profits of agriculture. But among the labouring classes, while the wages of skilled and unskilled labour have risen, and the amount of employment has increased, the price of food has risen, and the rise during the past few years has been marked, and has excited a good deal of feeling.

It is pointed out that the political relations of India with neighbouring and feudatory States have improved. They are better defined, more scrupulously respected, and more firmly based on mutual goodwill and the perception of common advantages.

FEWER TROOPS WANTED.

There are 746 towns in India with municipal government, containing a population of 16 millions. "A very considerable start has been made in local self-help and self-government, and considerable local interest has been evinced in local affairs."

Finally, while the army has been increased in strength and efficiency, and now costs 13 millions (instead of 12 millions in the year before the Mutiny), "within the borders of India the need for troops is less than it was; the peace of the oldest provinces is secured by a moderate garrison—for instance, the two Bengals, with a population of 30 millions have a military garrison of 9,730 soldiers, of whom nearly one-third are for the defence of Calcutta. The memorandum concludes with the striking generalisation of the benefits of British rule from which quotation has been made.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Superintendent of Imports and Exports to sell by

PUBLIC AUCTION,
TO-MORROW,
the 15th January, 1910, at 11 A.M., at the Water Police Station, Kowloon,
90 JARS SPIRITS OF WINE.

TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 14th January, 1910.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 15th January, 1910, at 2.30 P.M., at their Sales Rooms, No. 6, Des Vaux Road, corner of Ice House Street.
A LARGE ASSORTMENT OF JAPANESE CURIOS,
Comprising:—
MAKUDZU VASES, BOWLS and PLATES, BRASS BUDDHAS and TEMPLE LANTERNS, KINKOSAN SATSUMA TEA and COFFEE SETS, VASES, BOWLS, SILVER and GOLD CLOSURES, SILK-EMBROIDERED SCREEN, GOLD DAMASCENE WARE, KAGA TEA SETS, &c., &c.

Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 14th January, 1910.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of January, 1910, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, known as KAN TONG, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Regulatory No.	LOCALITY.	Boundary Measurements (Approximate).	Contents in Square Feet (Approximate).	Annual Rent.	Upset Price.
1	1	Island Lot No. 1714.	ft. ft. ft. ft.	ft. ft. ft. ft.	£ s. d.	£ s. d.
2	2	Kan Tung.	ft. ft. ft. ft.	ft. ft. ft. ft.	£ s. d.	£ s. d.

Hongkong, 8th January, 1910.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes. Anemia, Nervousness, or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 12 and 24 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,
Agents,
Hongkong, 12th December, 1909.

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Corroscence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

CALDECK MACBEGOR & Co., Hongkong.

Public Companies

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Offices of Messrs. SIKMAN, TOMES & CO., Victoria Buildings, HONGKONG, on MONDAY, the 15th day of January, 1910, at 11 o'clock in the forenoon, for the purpose of considering and if thought fit confirming as a special resolution the proposed resolution which was passed by the requisite majority at the Extraordinary General Meeting of the Company held on the 30th day of December, 1909.

That the Articles of Association of the Company be altered

1. By inserting therein immediately after paragraph 4 of Clause VIII. a new paragraph as follows:—

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified altered sub-divided re-arranged or dealt with by special Resolution of the Company passed pursuant to an Agreement in writing made between the Company and some member of the Class purporting to contract on behalf of the members of the Class provided such agreement shall before the Special Resolution is passed be ratified by Extraordinary Resolution passed at a separate Meeting of the Class or by waiving under the hand of the holders of at least two-thirds of the Shares of the Class and it shall be no objection to any such Agreement that it provides for a reduction of Capital otherwise than in accordance with the legal rights of the holders of shares of the Class or for the payment of a dividend or bonus otherwise than in accordance with the rights of the holders of the shares of the Class or for the allotment of shares credited as fully or partly paid up in satisfaction or part satisfaction of such dividend or bonus and for the purposes of this Clause a Resolution shall be an Extraordinary Resolution when it has been passed by a majority of not less than two-thirds of such members of the Class entitled to vote as are present in person or by proxy at a separate General Meeting of the Class of which Notice specifying the intention to propose the Resolution has been duly given and so that the quorum of any such Meeting shall be three members at least of the Class and so that the Meeting shall be called in accordance with the provisions hereof.

2. By inserting immediately after paragraph 7 of Clause XVI. a new paragraph as follows:—

8. Any General Meeting declaring a Dividend may direct payment of such Dividend wholly or in part by the distribution of specific assets and in particular of paid up shares Debentures or Debenture stock of the Company or of any other Company or in any one or more of such ways and the General Managers shall give effect to such direction and where any difficulty arises in regard to the distribution they may, in the same manner as they think expedient and in particular may issue fractional Certificates and may fix the value for distribution of such specific assets or any part thereof and may determine that cash payments shall be made to any members upon the footing of the value so fixed in order to adjust the rights of all parties and may vest any such specific assets in Trustees upon such trusts for the persons entitled to the Dividend as may seem expedient to the General Managers. Where requisite a proper contract shall be filed in accordance with Section 7 of the Companies' Act, 1900, and the General Managers may appoint any person to sign such contract on behalf of the persons entitled to the Dividend and such appointment shall be effective.

Dated the 31st day of December, 1909.

By Order,
SHEWAN, TOMES & Co.,
General Managers.

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE is hereby given that the NINTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on TUESDAY, the 25th January, 1910, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1909.

The REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY, 16th January, to TUESDAY, 25th January, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

HONGKONG, 12th January, 1910.

Public Companies

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the TWENTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on TUESDAY, the 25th January, 1910, at 11.45 o'clock A.M. for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1909.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 17th January, to TUESDAY, the 25th January, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong Land Investment and Agency Co., Ltd.
General Agents for the
West Point Building Company, Limited.
Hongkong, 8th January, 1910.

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on TUESDAY, the 25th January, 1910, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1909.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 17th January, to TUESDAY, the 25th January, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 8th January, 1910.

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

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By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 8th January, 1910.

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By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 8th January, 1910.

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A. SHELTON HOOPER,
Secretary.

Hongkong, 8th January, 1910.

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By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 8th January, 1910.

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

Intimation.



**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D. 1841.

**AERATED WATER
MANUFACTURERS.**

SPECIALITIES:

DRY GINGER ALE.

**LIME FRUIT CHAM-
PAGE.**

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

**A. S. WATSON & CO.,
LIMITED.**

HONGKONG and KOWLOON.

Hongkong, 13th July, 1910.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 14, 1910.

MANILA CARNIVAL.

Even at this distance from the scene of activity we cannot but stand amazed at the inordinate pleasure which the average American in the Philippines gets from his bustling proclivities. For the last month or more, to judge from the Manila papers, Uncle Jonathan has been careering around like a bee on a hot griddle, whooping up recruits, sweeping peaceful peace-at-any-price citizens into the press-gang, levying toll on innocent citizens—all in the name of the Manila Festival. And not the old-fashioned gentleman himself, but his youngest grandchildren are apparently out on the warpath gathering in the schools in order to make the Carnival an unbounded success. How the ordinary merchant manages to get through his day's work in these stirring, energetic, forked-lightning times we can not comprehend. For it seems that everybody in Manila, big and small, from the hod-carrier to the Governor-General, has been impressed into the service of one or another of the Committees which are managing the show. It is one grand spasm of pure joy, this whole-hearted idea of "boosting" the City of Manila and the islands of the archipelago. So far as we can make out from what is printed in the newspapers, the people of Manila are working harder at their task than they usually do at their regular business. Indeed, the papers themselves are falling over their "loans" and "loans" in the attempt to say in a single breath all that is being done. And to ask how the Carnival is likely to "pan out"—that looks like sound American—is to invite a hurricane, say a tidal wave of loquacity which would swamp a dozen cheapjack's at a country fair. Where an individual is not the president, secretary or treasurer of some committee then he promptly takes the bull by the horns and con-

stitutes himself a committee of one, and so generous is the central organization that they will register him, grant him the privilege to wear a rosette, or carry a banner, or take leave of his senses, provided always that all he does is done in the interests of this marvellous Carnival. It is certainly a good thing that Taft is keeping pretty quiet in these strenuous times, for the citizens of Manila have no time to think of him. Of course if he did something phenomenally wonderful, such as laying "the big stick" on the sturdy shoulders of Col. Roosevelt, he might get a paragraph in the papers, but it would come a long way after the Carnival in general interest. If Taft or Knox or even Mr. Crane thinks that he is the salt of the earth in these days he has only to mention the idea to Manila in order to learn the truth. Personally we enjoy the game of watching other people chasing their shadows. Being built of a constitutionally leibargic nature, and having a natural repugnance for hard work we are yet able to appreciate the exertions of others, and that is why we are willing to do everything possible to persuade people in Hongkong that a fortnight devoted to visiting Manila from the 1st of February on will be a fortnight well spent. When you have a whole city ramping wild-scurrying around in furious enthusiasm, talking in ten-inch capital letters all the time, and crying like Alexander for new, we do to conquer, then the least that one can expect is a triumph for the purple, golden Orient. None of your "grandiose simplicity" there, but something that will make the nations stand and sigh in mute admiration. Very decorous is the language of the *Manila Times* in its hints that there are possibly some people who are not working might and main, day and night, in the interests of the Carnival: "The Carnival this year has elements that make for greater success than in any previous effort but to achieve meant work and hard work. Taft and contemplation and good intentions accomplish nothing. Hell was not only paved with that sort of thing but has since been partitioned, ceiled and decorated with it. That is the way to whip up the laggards. We observe that several shipping companies in Hongkong are making special preparations to run excursions to Manila during the festival. In two or three cases the round trip will only cost \$50, which is cheap enough in all conscience while it is proposed to charter certain steamers for the trip and to charge an inclusive rate of \$150, the excursionists having their meals and sleeping accommodation on board. That fact leads us to the conclusion that the hotel and boarding-house accommodation in Manila is regarded as insufficient to meet the requirements of the great influx of visitors during Carnival week. We do not know whether such is the case at not, but in any event we would advise those in Hongkong who intend to take advantage of the trip to Manila to secure rooms in advance. We all know what boarding-house keepers are and we know how frail human nature is once a corner in beds has been established, so that if Pongkong visitors reject the commonsense plan of booking their quarters in advance they are likely to find that half the pleasure of the excursion will be lost, and all through their own stupidity.

WORKING OUT CHINA'S SALVATION.

Since we referred to the proposal made by some of the patriotic Chinese in the North that China should redeem her foreign debts which amount to over £200,000,000, and include sums due in respect of loans and indemnities, there has been a continued campaign in the Chinese press in favour of this national movement. There is no denying the admirable spirit which has induced the Chinese to adopt a plan involving all the elements of self-sacrifice and disinterested patriotism, but the question is—Can China succeed in bringing about a revolution in this respect, when other nations have recognised the futility of such a scheme? As we said before, China has doubtless been influenced by the example of Japan in consolidating her national debt, but Japan never went the length of attempting to repay all her foreign creditors in one grand slump, for the simple reason that the country could not stand it. It may be contended that with all her millions China is in an infinitely better position than Japan when it comes to levying taxes in order to wipe out the possibility of foreign interference made on the pretence of safeguarding the national securities, but a little consideration will show that even a population of 400 millions is not invariably a sure guarantee that a debt of £200,000,000 can be redeemed on the spur of the moment. Before we quote certain figures in this connection let us see how the authorities at Peking view the question. According to a German telegram dated Peking, 7th January, "The Grand Council has, on a motion of Prince Ching and Grand Secretary Shi-Hui, ordered the Viceroy and the Governors to urge all provincial officials to renounce for three years thirty per cent. of their allowances, in order to pay back with this amount the war debts of 1895-96 and of the Boxer trouble of 1900. The officials of the

Peking Central Government have been directed to do the same. Further, the Grand Council and the Chamber of Commerce in the different provinces will be asked to contribute for their part to this purpose by voluntary payments. The Viceroy of Chihli and Liangkuang have opened the subscription with thirty thousand taels each. From that it would appear at first sight as if the Chinese Government expected the well-to-do classes in China to raise a magnificent subscription funded with the object of liquidating the national burden and at the same time achieving this end without encroaching on the Imperial exchequer. But the simplicity of the scheme is its chief and, we are afraid, only merit. In the first place if the Chinese officials are required to contribute 30 per cent. per annum of their official salaries—that is to say, the salaries which they are credited with and not the total sum which they manage to convert into income by means of that well known device generally designated "squeeze"—if they have to hand over to the Imperial Government that 30 per cent. of their minimum "salaries" for a period of three years that deduction has obviously to be made good by hook or by crook. Now, it is certain that the only people who are likely to make good that amount are those immediately under the suffering officials according to their rank, and when we bring it down to a fine point the real subscribers to this voluntary redemption of debt fund will be the unfortunate peasants, the small and struggling merchants, the hard-working traders and all those who can in any way be brought within a joint system of *seizi* and *Ukin* dues. Can they bear such a burden? That is where the needle pricks, for while they may be able to pay what may not inaptly be described as the super-tax, it is difficult to see how they can meet all the other calls upon their slender resources. That is looking at the question from the broad standpoint of patriotism, voluntary and involuntary. But let us see how China stands in the matter of debts and the power of raising money by the ordinary square and above board methods to pay off her creditors. According to the *Singapore Mercury*, whose figures we used in last referring to this subject, China's debts are of three varieties: general loans, indemnities and railway loans. The amount of the first outstanding at a recent date was about £45,000,000, of the second £65,000,000, of the third £12,000,000, or a total of £122,000,000. For the sake of easy figures and because of small returns since the date of our reference we will call it £120,000,000. China proposes to pay off this amount at once almost by voluntary subscription. In Chinese money £120,000,000 represents Tls. 800,000,000. According to a computation by Sir Robert Hart, China's Imperial revenue is Tls. 88,000,000 per annum. According to figures published some time ago in the *Shen Pao* the annual revenue is Tls. 105,000,000. Let us put it at Tls. 100,000,000. That is to say, China proposes to pay off at once by voluntary subscription the equivalent of eight years' Imperial revenue. But China does not stop there. China wants a navy and says she wants it at once, and this too is to be provided by voluntary subscription. We might reckon out, proportionately to her population, or area, or length of coast line, how much China would need compared with some other countries, e.g. Japan, but such comparisons would not be very much use because China is not at present going in for what she needs but is going in for what she fancies she needs, and when these items of naval expenditure are set forth by one official or another are added together we have proposals that will need £40,000,000 for their realization. Here one may be very generous, neglect a few naval bases, some superfluous cruisers and put the figure at £25,000,000, or Tls. 160,000,000—twice Sir Robert Hart's estimate of China's annual income. But China's ambition is not to be satisfied with this. China must build her own railways. She has in view some 3,000 miles that she is anxious to build at once. Her latest railway loans have been at the rate of Tls. 45,000 per mile of rail proposed. Put this at Tls. 40,000 and we have a trifle of Tls. 80,000,000—about a year's income according to Sir Robert. Our contemporary continues: "Here then we have three items totalling up to Tls. 1,040,000,000. To this are to be added the immediate needs of the new industrial concerns of China and possibly heavy calls on the public generosity for famine relief or some preventable catastrophe of that kind; but as these items are uncertain we may leave them out of account and we still have more than a round thousand million of taels to find at once to pay off China's debts and secure her independence of foreign Powers. This is equivalent to paying down ten years' revenue. Can China do it? The reply is that redemption of debt by voluntary, or as it would in many cases prove to be compulsory, contributions would do China no permanent good. Then the question arises: If it be taken for granted that China ought to set herself to work to pay off at once her liabilities and provide funds both for her needs and her luxuries can she do it any other way? Certainly. Honest administration and collection of the present taxes would save Tls. 170,000,000 per annum. According to Mr.

Morse it is necessary to collect Tls. 286 for every Tls. 100 sent to Peking. For each Tls. 100 sent to Peking there is locally what he euphemistically calls an "accrison" of Tls. 160, bringing the collected amount up to Tls. 246. To this are to be added 10 per cent. for collection expenses, i.e. Tls. 24, bringing the total collected amount to Tls. 270. The collection expenses of taxes in England do not amount to 5 per cent. of the tax, so that if we allow 10 per cent. for that purpose we leave a wide margin. Thus, out Tls. 286,000,000 collected in one year there are sent to Peking Tls. 100,000,000, and Tls. 100,000,000 may generously be allowed for expenses, making Tls. 10,000,000, legitimately accounted for, the rest Tls. 176,000,000 is "accrison," accretion of course to the over-grown mandarin. An honest mandarin would save China 21 per cent. of the National Debt and the whole could be paid off in five years. Then it is pointed out that Sir Robert Hart estimates that a properly adjusted Land tax would produce at a lower rate than now exists Tls. 400,000,000 per annum. Allowing 10 per cent. for collection expenses and there remains 360 millions, which added to the 176 millions already mentioned, gives 536 millions or 63 per cent. of the national debt that might be paid off in a year "without increasing the people's burden to the slightest." The very simplicity of the working out of the problem takes one's breath away. But, alas, when we come down to sober reality, we remember that we are not dealing with Elysium but with China, the venerable, China, the apostle of "blo custom," China, the land of the ancestral gods. The idea of liquidating the liabilities of the Empire at one fell swoop, so to speak, is perfectly feasible but there is about as much chance of the financial authorities adopting a commonsense policy of revenue reform in order to attain this end as there is of Halley's comet swallowing up the moon. Still it is a source of pleasure to juggle with figures which work out so happily as those we have presented.

LOCAL AND GENERAL.

THE Russian Minister in Peking, it is stated, will resign his post.

THE P. M. S. Co. favour us with a neat little celluloid pocket calendar.

THE death is announced of Duke Karl Theodore of Bavaria, the famous oculist.

THE authorities in Kirin province intend to allow all the mines to be worked by private enterprise.

THE three new torpedo boats now being built for the Australian Commonwealth are to be named the *Parramatta*, the *Yarra*, and the *Warrago*.

UNABLE to pay money borrowed from his squadron, a corporal of French Hussars put poison into soup at the mess, and so men narrowly escaped death.

SOME Japanese merchants have proposed to open a cigarette factory in Antung, Manchuria, to compete with the business of the British American Tobacco Co.

WITH reference to the question of adopting a change of costume in China, it is reported by the *Chung Kuo Pao* that the Prince Regent has determined to order a change of the Chinese costume next year.

VICEROY Hui Liang of Manchuria has obtained Imperial sanction to build a railway from Hailu to Tieling, and some German merchants have endeavoured to obtain the concession. Their application is being considered.

A CHINESE report says that the Grand Council has proposed to send a delegate to the South Pacific Islands, with a view to secure contributions from the Chinese residents there for the National Debt Fund. This step is, however, strongly disapproved by Grand Councillor Na Tung.

JUDGE Backhouse remarked, at the Darlington Sessions, that it was not always conclusive evidence that a man was under the influence of intoxicants because there was an odor of alcohol about him. "A man may smell of drink, and be all the better for it," his Honour said. "It is a common conclusion to arrive at that because a man smells of drink he must be drunk, whereas it is often very far from being so."

GOVERNOR OF MACAO.

VISIT TO HONGKONG TO-MORROW.

His Excellency the Governor of Macao will pay his first official visit to the Governor of Hongkong to-morrow. Senhor Marques and suite embark at Macao on board the Portuguese gunboat *Patris* at 8.30 a.m. to-morrow, arriving in Hongkong about noon. The official landing will take place at Blake Pier at 12.30 p.m. where a Guard of Honour and Band will receive the Portuguese Governor on landing. Capt. P. H. M. Taylor, A.D.C., will meet the *Patris* on arrival, while Senhor J. J. Leizaola, the Portuguese Consul, will receive His Excellency at Blake Pier and escort the Governor of Macao to Government House on his official call on Sir Frederick Lugard at 1.45 p.m. (There will be an official lunch at 1 p.m.) Senhor Marques returns to Macao the same afternoon by the *Patris*; being thus unable to accept an invitation to dinner from the Portuguese Consul the same evening. The Portuguese Governor's visit is of the usual formal character, this being the first occasion that he comes to Hongkong since assuming the administration of the government of the neighbouring colony.

TYPHOON SIGNAL STATION.

PROPOSED ERECTION AT TSAT TSE MUI.

The following correspondence has passed between the Government and the Chamber of Commerce:

Colonial Secretary's Office,
10th November, 1909.

Sir,—I am directed to forward for the consideration of your committee the enclosed copy of a letter dated the 21st ultimo from the masters of certain vessels and to inform you that it has been suggested that a signal station should be erected at Tsat Tse Mui.

2. His Excellency the Governor inclines to the opinion that once a vessel having been warned of the approach of a typhoon, the barometer is its best guide and that there is therefore no necessity to incur the expense of erecting the proposed signal station. I am accordingly to inform you what is the view of your Committee on the point, and in the event of the Committee being strongly of opinion that such a station is necessary I am to inquire what site they consider most suitable.—I am, &c.,

(Sgd.), F. H. MAY,
Colonial Secretary.

The Secretary,
Chamber of Commerce.

(Enclosure.)

Hongkong, 21st October, 1909.

Dear Sir:—With reference to the Black Cross which was hoisted and three bombs which were fired on Tuesday indicating to those who were interested that the wind was likely to increase to typhoon force, we would like to draw your attention to the fact that those who were most interested, viz., the various masters of vessels anchored in Kowloon Bay and elsewhere, had not the slightest idea that these signals were exhibited.

The difficulty lies in the existing position of the local Typhoon Signals which are not visible from Kowloon at all.

We wish to ask you if you would use your influence in arranging with the Hongkong and Whampoa Dock Co., so that the signals may for the future be hoisted at Kowloon on the hill behind the No. 1 Dock. This would be greatly appreciated by shipping men, for the reason that when we most require information we, on account of having to leave pure moorings for shelter, are out of range of those in the Harbour.—We are, &c.,

(Sgd.), P. H. ROSE, *for Yuan Sang.*
" J. S. ROACH, *for Hailan.*
" F. MOONEY, *for Chai Sang.*
" E. J. TADD, *for Lai Sang.*
" A. E. HODGINS, *for Yui Yung.*
" J. W. EVANS, *for Hui Mun.*
" R. RODGER, *for Zafro.*

Reply to Government:—
Hongkong Chamber of Commerce,
30th December, 1909.

Sir,—I have the honour to reply to your letter (No. 1019/1909) dated 10th November, 1909, relative to a suggested signal station at Tsat Tse Mui.

My committee consider that the erection of a signal station which could be easily seen by the considerable number of vessels which usually seek the shelter of Kowloon Bay at the approach of a typhoon, would be useful to the masters of vessels and would be comparatively inexpensive to Government.

They are not, however, in favour of Tsat Tse Mui as a site for such station, and suggest the hill behind the No. 1 Dock of the Hongkong & Whampoa Dock Co., Ltd., as being a more appropriate spot and within easier view of the sheltering vessels.

To assist Government they have approached the Hongkong & Whampoa Dock Co., Ltd., who will be pleased to grant a free site on the hill in question and also to allow a member of their staff to work the signals. The signals and necessary gear will, of course, be supplied by Government.

With regard to the last paragraph, my committee consider that it would be better were a Government servant placed in charge of the Station Signals, for the Company would naturally disclaim any liability in the event of a display of wrong signals. The Company are quite agreeable to such arrangement.—I am, &c.,

(Sgd.) E. A. M. W. L. L. M.,
Secretary.

Hon. Sir Henry May, K.C.M.G.,
Colonial Secretary.

BRITISH BLUEJACKETS SENT TO GAOL.

ASSAULT ON A WHITE WOMAN.

Charles Wilson and William Waterfield, sailors belonging to H.M.S. *Fame*, were placed in the dock before Mr. E. R. Hallifax, First Police Magistrate, charged with assaulting a woman named Lena Zois, of 18, Pottinger Street, last night and doing damage to her dress to the extent of \$75 in Queen's Road Central last night. Another A.B. belonging to the same ship, also appeared on a charge of behaving in a disorderly manner and assaulting Sergeant Cashman while in the execution of his duty.

The complainant stated that she left the Victoria Cinema shortly after eleven o'clock and met outside one of the defendants who came up to her and engaged in conversation with her. An altercation ensued during which the defendant struck her on the eye and tore her dress. She asked the defendant why he had damaged her dress, when the latter ordered her to keep quiet and say no more about it. The other two defendants then came up and assaulted her and then attempted to escape. She screamed for the Police, who came upon the scene and arrested the defendants.

His Worship sentenced the first defendant to one month's imprisonment, imposed a fine of \$10 on the second defendant and awarded three weeks to the third defendant.

THE GOVERNESS'S SUIT.

DECISION GIVEN.

The case was again resumed before Mr. Justice Gomers in the Summary Court this morning in which Miss Eva Eglidow filed a suit against Mrs. Lydia Prior, of Victoria View, Kowloon, to recover the sum of \$318.46, as damages for alleged wrongful dismissal from her position as governess. Mr. F. P. Hett, of Messrs. Britton and Hett, appeared for the plaintiff and Mr. P. S. Dixon, from Mr. R. A. Harding's office, represented the defendant.

The plaintiff's cross-examination by Mr. Dixon was continued. With regard to her last letter of resignation which she wrote to Mrs. Prior, plaintiff said that she had been told by Mrs. Prior that no letter could be considered by her unless written in the form prescribed by her. Asked if she had been forced to write that letter, witness said she would not have been allowed to go if she did not write the letter. She would not have written the letter, in which she forfeited all claims to her passage, if she had known she was entitled to it. There was no one to advise her what to do and she had been tricked into doing it. She inserted an advertisement in one of the local papers applying for a position. She did not use the word "destitute" in the advertisement. The reason why she did not call the child for her music lessons was because she had had trouble with her lately. The child was in the habit of coming in very late and when she did come she came with very bad grace. It was part of her discipline to give the child something to think about. Mrs. Prior had asked her to call the child in a way she (plaintiff) did not like. Witness admitted having said "I will not call her." Asked if Mrs. Prior had no authority to order her, witness said she would have done anything for Mrs. Prior if she was asked nicely. The cause of the trouble was partly for the way she was ordered and partly for the child's determination not to do as asked. Witness never voluntarily told Col. Prior. She never heard Col. Prior say "Good-morning" and did not ignore him. Possibly, it may have been after Col. Prior had spoken to her about the lawyers. She did not purposely walk up and down the verandah in front of Col. Prior's office. She never looked into his office. She remembered being with the child in rickshaws in Nathan Road. Two gentlemen passed them in a ricksha. She did not recognise them. They exchanged a few words with the child but did not stop their rickshaws but passed on. If Col. Prior had spoken to her about it, she would have apologized directly. She meant no insult. She could not say whether Col. Prior invented those little things. She did not know what Col. Prior was doing; she had nothing against him. It was in November that she saw Miss Loureiro, who told her that the appointment at Macao was ready for her. At that time she had seen Mrs. Prior about her pay and Mrs. Prior asked her whether she was going to run away. She did not tell Mrs. Prior whether she was going away, as nothing had been settled. She did not tell Miss Prior: "Mrs. Prior, you have no control over me. I'll go just when I like." She said: "Mrs. Prior, you have to control over me. I'll go as you have given me leave to do so." She later saw Mr. Humphreys. When the child came to call her, she refused to go into the drawing-room. She also refused Mrs. Prior. She was too shabby at the time and she knew there would be another scene. She again refused when Col. Prior came to call her. He did not ask her to come down perfectly civilly. He shouted out to her. He had always behaved nicely towards her but she knew he was not acting on his own behalf. He did not give her a chance after she had flatly refused but said: "Very well, you leave my house in quarter-of-an-hour." Witness did not say "Oh, that's fine." She did not call the boy to bring up her boxes. Nothing had been said to her about her new situation and she did not purposely act in an irritating manner. As mistress of the house, she supposed that Mrs. Prior had a certain amount of authority.

The presiding judge after hearing both sides said that there was no doubt in his mind that plaintiff was very unhappy at the time of her arrival in the Colony. His Lordship said it was the case with most persons coming out East who after a time changed their view of life in the Colony and he could not help thinking that was at the bottom of the matter. His Lordship referred to the plaintiff's little grievances and characterized them as being foolish. With regard to the plaintiff's salary which on one occasion was kept back by the defendant, His Lordship thought there was no legal justification for the act, although he had no doubt that it was done in good faith. Then again plaintiff's refusal to come down into the drawing-room, was not such as to justify her dismissal and his Lordship therefore entered judgment for the plaintiff in respect of two out of the three items on the writ (\$55.95) with costs.

Mr. Dixon applied for leave to appear in Chambers on the question of costs.

The application was granted.

LAWN BOWLS CHAMPIONSHIP.

The Final and Semi-Final take place on the Police and Civil Service greens to-morrow commencing at 3 p.m. After these matches have been completed, a full risk competition will take place between teams representing the four clubs interested. Messrs. Haxton (Kowloon) and Bell (Police) play for first place and Messrs. Blower (Civils) and Petrie (Kowloon) for third place. In the final competition the following teams are competing:—Talbot, Messrs. Scott, Dorian, Farrell, Haxton, Haxton, Wood, Hancock, Gilmour and Currie; Police, Messrs. Bell, Langley, Robertson, McLennan, Gourlay, Pitt, Grant and Ogg; Civil Service, Messrs. Road, Britt, Fletcher, McVey, Blower, Blake, Weston and Wheel; Kowloon, Messrs. Haxton, Petrie, Alexander, Russell, Langley, Taylor, Ramsey and Crawford. Mrs. Bell is the champion of the previous year.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

WINE AND TOBACCO.

DUTIES TO BE RAISED.

[By courtesy of the "Sheung Po"]

Peking, 13th January.

The Ministry of Finance has decided to raise the duties on wine and tobacco by double their present amount from the beginning of next Chinese year.

CONSTITUTIONAL GOVERNMENT.

PRINCE SHUN'S ADVICE.

[By courtesy of the "Sheung Po"]

Peking, 13th January.

Prince Shun Pui-lap has wired to Prince To and Long to the effect that all Powers are greatly interested in the shortening of the period for the establishment of Constitutional Government in China.

Prince Shun requested them to appeal to the Prince Regent to accede to the people's wishes and not to be obstructed by the reactionary officials.

QUESTION OF INTERMARriage.

PROPOSED RESTRICTIONS.

[By courtesy of the "Sheung Po"]

Peking, 13th January.

The Central Government has decided not to allow officials having dealings with Foreign Powers and in connection with the naval and military departments to marry foreign women.

DIED IN PRISON.

INQUIRY INTO DEATH OF PRISONER AT VICTORIA GAOL.

An inquiry was held at the Magistracy this morning, Mr. E. R. Hallifax, First Police Magistrate, presiding, touching the death of Chan Sau Yung, a prisoner at the Victoria Gaol, on the 13th inst.

The jury were as follows:—Messrs. J. Manne, B. C. de Cunha and H. W. Lester. James McLeod, Chief Warden at the Victoria Gaol, stated that the body of the deceased which the jury had viewed was that of Chan Sau Yung, aged 28, who was admitted to gaol on the 8th January to undergo a certain term of imprisonment for begging in the streets.

A warder of the senior hospital ward at Victoria Gaol said that the deceased was admitted into hospital on the 8th January and died at 1.45 p.m. yesterday.

Dr. G. H. L. Fitzwilliams, Medical Officer attached to Victoria Gaol, deposed to having seen the deceased on the 9th inst. Deceased was suffering from dysentery and died on the 13th inst.

A unanimous verdict of "Death from natural causes" was returned.

A NEW STEAMER.

RUSSIAN VOLUNTEER FLEET S.S. "POLTAVA."

The *Poltava*, which has recently been constructed for the Russian Volunteer Fleet mail service, arrived at Shanghai from Vladivostok on Thursday morning, 6th inst. The *Poltava* is a handsome vessel, of the spar deck type, and was built at Danzig by the firm of F. Schichau and launched on July 5, 1909. She has a gross tonnage of 3,414.43, and a net registered tonnage of 1,935.99, and her dimensions are:—length between perpendiculars, 334 ft.; length over all, 360 ft.; moulded breadth, 45 ft.; depth of spar-deck, 34 ft.; depth of hold, 30 ft.; height of lower deck, 7 ft. 9 in.; height of main deck, 8 ft.; height of deck-houses 8 ft. She has a speed of sixteen knots, carries a crew of 103 persons, and is classed too A 1 at Lloyd's. She has excellent accommodation for sixty first-class, thirty-second-class, 120 third-class passengers and 180 soldiers. The first-class passengers are accommodated amidships in spacious and well-fitted cabins, each containing two berths; while the second-class cabins and saloons are situated in the after portion of the vessel. She is rigged with two pole masts and has four cargo hatches, six watertight bulkheads, four steam winches, and carries one jolly-boat and seven life boats. The cabins throughout are fitted with electric light and fans, and steam heaters.

Her machinery consists of a triple expansion, surface-condensing engine, which at 102 revolutions per minute, enable her to steam at the rate of sixteen knots, steam being supplied by four cylindrical, multi-tube boilers, working at a pressure of 210 lb., and fitted with a Brown's system of forced draught.

The Viceroy of Liang Kiang and Liang Kwang and the Governors of Shanghai and Shensi have telegraphed to the Government, supporting the petition asking for the expedition of the inauguration of Parliament in China.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

During the week local stocks have shown small changes and very little business has been done in them. A smart advance all round in Rubbers has to be recorded and they have been the medium of a very large business.

The twenty-second ordinary meeting of shareholders in the West Point Building Co., Ltd., is advertised to take place on Tuesday, the 25th inst., at 11.45 a.m. The transfer books of the Company will be closed from 17th to 25th inst.

It is notified that the twenty-second ordinary meeting of shareholders in the Hongkong Land Investment and Agency Co. will take place on Tuesday, the 25th inst. The register of Shares of the Company will be closed from the 17th to 25th inst.

Backs.—Hongkong and Shanghai Banks have maintained their position and more sales have taken place at \$1,000. The London quotation has risen to £93. Subject to audit, the Directors of this Corporation will recommend at the forthcoming half-yearly meeting of shareholders the payment of a dividend of £3 and a bonus of 1/4. Add to Reserve Fund the sum of \$250,000 and carry forward the balance of about \$2,000,000. Nationals have buyers at \$55.

Marine Insurances.—Cargoes are slightly firmer and required for \$145. North China are a shade easier and can be had at \$115. Unions are firmer and are wanted at \$905 after sales at the rate. Yangtze continues quiet and neglected.

Fire Insurances.—China Fires remain steady at \$118. Hongkong Fires are obtainable at \$170.

Shipping.—China and Manilla and Douglas are both on offer at quotations, without inducing buyers. Hongkong, Cuxin and Macao Steamboats have been placed at \$13, but are still obtainable. Ind. Chinas are a little easier with sellers at \$13, and in the North at \$14. Shell Transports have advanced and buyers at the close offer 67 1/2. Star Ferries, old, can possibly be placed at \$16, while the new shares are neglected at \$14 1/2.

Refineries.—During the early part of the week, China Sugars exhibited signs of improvement but towards the close are weaker and on offer at \$15 1/2. Luzons are neglected and Berak Sugars are a firmer market with buyers at \$15 1/2.

Mining.—Chinese Engineerings are on offer at \$11. 18. Headwaters are wanted at \$5. Raubs continue neglected and out of favour at \$6.

Docks, Wharves and Godowns.—Kowloon Wharves are offering at \$60 but would find buyers at a point lower. Whampoa Docks are in request at \$50 but no shares are forthcoming and possibly a higher rate could be obtained. Shanghai Docks are wanted at the slightly improved rate of \$12 1/2. Hongkong Wharves are reported sold in the North at \$13.

Land, Hotels and Buildings.—Hongkong Hotels continue firm and both the old and new shares are in demand at quotations. Hongkong Lands have changed hands at \$30. Humphreys Estates have been the medium of a fair business at the slightly reduced rate of \$8. We have no changes to report in other stocks under this heading.

Cotton Mills.—Hongkong Cottons are procurable at \$6. A further decline in Ewos has to be recorded, and at the close are on offer in the North at \$13 1/2. According to latest mail advices to hand from the North changes in other Shanghai Mills are as follows:—Internationals \$13, Lau Kung Mow \$13, 100 and Soycheys \$14 1/2.

Miscellaneous.—China Light and Powers have inquiries at \$6. Small sales of China Providents have taken place at \$7 1/2 and at the close are rather weaker with sellers. Dairy Farms have been taken off the market at the slightly reduced rate of \$6. Green Island Cements have found buyers at \$7 1/2, and possibly more might be placed. Philippines have risen to \$10 at which there are inquiries. Langkats, after declining to \$15, have improved and buyers prevail at \$16. Sumatras are firm and in request at \$13 1/2.

Rubbers.—During the week, Anglo-Malays have been dealt in at 16 1/2 and 17 1/2 and at the close seller prevail at 17 1/2. Balgownie have risen to \$87 1/2 ex div at which rate sales have been effected. Castlefields have changed hands at 60. Damansaras continue to rise and buyers have offered 105 1/2. Golconda show a considerable improvement on last week's quotation and sales have taken place as high as 8 1/2. Kamunings are in demand at 4 1/2. Kuala Lumpur can be placed at 130. Lianghs have strengthened to 29 1/2 at which business has been done. There are buyers of Ledbury at 6 1/2 while the partly paid shares have been sold at 32 1/2. Sales of Saggas have been effected at the improved rate of 113 1/2. Sandycrofts have been sold during the week at \$19 and \$20, and towards the close none are obtainable under \$21. Sungai Chohs have risen considerably and sales have to be recorded as high as 6 1/2. Sheldons are a firmer market with buyers at 407. Sungai Kapars have changed hands at the improved rate of 8 1/2. Kapar Paras have been placed at 10 1/2. London Asiatics have attracted a good deal of local attention and have been dealt in to a large extent at 7 1/2, 7 3/4, 8 1/4, 8 1/2, and 8 3/4, closing with further inquiries. A fair line of North Borneo Traders have been done at 13 1/2. Paganas have found buyers at \$3 (Straits) and Galesays at \$1.10 (Straits). Highlands and Lowlands have been dealt in at 8 1/2 closing with probable further buyers at the rate. Straits Settlements Distances have changed hands at the advanced rate of 4 1/2. Pegohs have risen to \$15 at which they close firm after sales. Lymons have advanced and sales have taken place at 8 1/2 prem.

Exchange.—The Banks selling rate on London is 1/4 on demand. The T/T rate on Shanghai is 7 1/2.

FOOTBALL LEAGUE.

The first division matches have almost come to a close with the exception of the match R. C. A. vs. Naval Yard which could not be fixed for to-morrow as the artillerymen are still out camping. In the second division only one match can be fixed as the soldiers' team are still out doing their camping. The match fixed for the second division is as follows:—

B. O. C. vs. Moslem Recreation Club, at the Military ground, 2.30 p.m.

The M.R.C. team for to-morrow's match will be:—N. M. Box (Goal), J. M. Dyer and Alim Khan (Fullbacks), A. Raop, N. Rumjahn and H. Markar (Halfbacks), R. Nazario, M. Rumjahn, C. G. Markar, S. K. Moosa and Ali Box (Forwards).

The B.O.C. will be represented by the following in the match against the M. R. C.:—K. Khan, J. Redfern, Y. Abbas, Stimmer, H. Goldenberg, G. Caborn, I. E. Chunyui, J. Helgh, S. Jex, B. Musket and D. Baptista.

HONGKONG FOOTBALL CLUB vs. NAVAL YARD.

The following have been chosen to play for the Club in a friendly match v. The Naval Yard to-morrow afternoon, on the Club Ground at 4 o'clock sharp. (Goal), Goggin, (Backs) Aucott and McCubbin, (Halfbacks) Ricketts, Barlow and Gregory, (Forwards) Aitchison, Goldenberg, Hamilton, Sayer and Dauby.

CRICKET.

CRAIGFOWER CRICKET CLUB vs. POLICE.

The C. C. C. will meet the Police in their league match to-morrow afternoon at 2.15 p.m. on the former ground. The C.C.C. will be represented by:—

L. E. Lammert, G. A. Hancock, L. A. Rose, R. F. Lammert, J. D. Noria, S. B. Balliwar, R. Pesterjee, W. H. Viveash, H. Rapp, R. A. Carvalho and P. Currie.

THE CHINESE NAVY COMMISSIONERS.

VISIT TO BRITISH SHIPBUILDING WORKS.

In the course of its tour in Great Britain the Imperial Chinese Naval Commission visited the Clydebank Shipyard of Messrs. John Brown & Co., Ltd., on December 11. The party, which was headed by H. H. Prince Tsai Hsun, C.C.N., included H. E. Lord Li Ching-fang, C.V.O., H. E. Admiral Dah Chen-ping, K.C.M.G., H. E. Sir Chen-tung Liang Cheng, K.C.M.G., Captain Y. Y. Tsao, I.C.N., and suite, and was accompanied by Sir John McLeary Brown, C.M.G., Rear-Admiral Lowther Grant, R.N., and Mr. Beelby Alston. On arrival at the gate of the yard the visitors were met by Mr. Charles Ellis, Managing Director, Mr. John Sampson and Mr. Thomas Bell, Directors, Mr. J. Rossiter Hoyle, Managing Director of Thos. Firth and Sons, Ltd., Rear-Admiral Reginald H. S. Bacon, C.V.O., Managing Director of the Coventry Ordnance Works, Mr. J. B. Henderson, Secretary Mr. O. Holmstrom, Mr. H. P. King and other officials of the Company.

The Prince and party were immediately conducted to the building berths, where the ocean-going destroyer *Foxhound*, one of six now under construction at Clydebank, was ready for launching. Here the details of launching were carefully explained to His Highness, and when "All clear" was signalled on the indicator erected on the stage, the Prince pressed a button which caused the weights to fall and knock away the dog-shores, and H.M.S. *Foxhound* glided gracefully into the water amid the cheers of the spectators. After being photographed, the Prince and party were driven in motor-cars to the experimental tank, which is a feature of the Yard's equipment. This is the largest privately-owned tank in the world, and the operations connected with experiments were shown and explained to His Highness. First was seen a wax model being cast, and another was being automatically trimmed to the desired shape in a special machine. Finally, a finished model was run in the tank, and the recording instruments were shown at work. After partaking of light refreshments His Highness, accompanied by Sir Chen-tung Liang Cheng and Mr. Beelby Alston, returned to the hotel.

The other members of the Commission were driven to one of the engine shops, where they were shown the turbines of H.M.S. *Neptune* running preparatory to being sent away to Liverpool, where the hull of the new battleship is being constructed. Here were also seen Brown-Curtis and Parsons turbines in various stages of construction for cruisers, destroyers, and the new White Star Leviathans. The party was then driven to the experimental tank, and Admiral Sah, who was very much interested in the work done here, declared he would like to spend a month in this department.

Returning to the main offices, some time was spent examining the models of the more notable ships built at Clydebank, those of the battleship cruiser *Trafalgar* and the Russian Volunteer steamer *Moskva* attracting particular attention.

The visitors were then conducted to the model room, where luncheon was served, covers being laid for sixty persons. The room was prettily decorated, and there was a liberal display of British and Chinese flags, while at each end of the room the word "Welcome," in Chinese characters, caught the eye. Mr. Charles Ellis presided at the luncheon having on his right H. E. Lord Li Ching-fang and on his left H. E. Admiral Sah. The chairman proposed "The King" and Mr. Bell "The Emperor of China." In doing so he thanked the distinguished visitors from China for the courteous interest they had shown in everything put before them.

Before his departure H. H. Prince Tsai Hsun was presented by the Directors of John Brown & Co. with a splendid model of a modern torpedo-boat destroyer.

SPURIOUS INDIAN YARN.

REPLY TO SINGAPORE.

We have been favoured with the following correspondence by the Chamber of Commerce:—

Hongkong Chamber of Commerce, 6th January, 1910.

Dear Sir,—I am now able to reply to your letter dated 22nd October, 1909, concerning the alleged spurious marking and labelling of India Yarns.

I enclose you a copy of the report by Mr. W. W. Flemming of Messrs. Jardine Matheson & Co., Ltd., to whom the matter was referred by my committee.

It would appear from such report that this market is not affected.—I am, &c.,

(Sgd.), E. A. M. WILLIAMS, Secretary.

Alex. G. Gunn, Esq., Secretary, Singapore Chamber of Commerce, Singapore.

The Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., Hongkong, 29th December, 1909.

Dear Sir,—With reference to the letter from the Singapore Chamber of Commerce dated 22nd October last, the following are the results of the tests made for counts and lengths of three samples of well known Bombay Yarns.

David Sassoon's "Lucky Orange" 10s Mule (3 hands) 850, 870, 876 yards average counts 10s. S. J. David's "Sphinx" 10s Ring (5 hands) 847, 852, 854, 819 and 871 yards average counts 8.8.

Lakshmidas Khimji "7 boys in three" 10s Ring (1 hands) 830 and 845 yards average counts 10.33.

From inquiries made I am quite satisfied that the same malpractices do not obtain here as are apparently prevalent in Singapore.

Competition here is too keen, the Bombay Mills have too much to lose and too little to gain to attempt any spurious labelling.

It would appear that this spurious labelling of Bombay Yarns is confined to higher counts, say from 24 upwards—20s is the highest count of Bombay Yarn imported into this market.—I am, &c.,

(Sgd.), W. N. FLEMING, The Secretary, Hongkong Chamber of Commerce, Present.

FROM facts which have recently been published by the Concrete Institute we are constrained to offer a word of warning to engineers designing reinforced concrete structures, remarks *Indian Engineering*. The tests show that the use of ordinary round sections if not positively dangerous is useless as reinforcement for concrete. The ordinary vibration of street traffic has been known to shake these loose in the concrete setting, whereas with special sections even violent eruptions have not made any impression. To anybody who gives the matter a moment's consideration the answer is obvious. It is impossible for an ordinary round section to become with the concrete a homogenous whole, and direct it leaves this position the steel is no longer reinforcement for the concrete.

Events Coming.

Friday, 14th January.

Water Police Station Smoking Concert, 8.30 p.m.

Saturday, 15th January.

China Light and Power Co., Ltd., Extraordinary general meeting at the offices of Messrs. Shewan Tomes & Co., 11 o'clock.

Hughes and Hough, Auction sale of Spirits of Wine, at the Water Police Station, Kowloon, 11 a.m.

Hughes and Hough, Auction sale of Japanese Curios, 2.30 p.m.

Lawn Bowls Championship, Fanny Valley, 3 p.m.

Hongkong Jockey Club, Entries for the Race Meeting close at 5 p.m.

Sailors and Soldiers Home, Scotch Concert, 9 p.m.

Monday, 17th January.

Hughes and Hough, auction sale of the Steam Launch *Pelican*, at the Kowloon Wharf and Godown Co.'s Wharf, Kowloon, 11 a.m.

Public Works Department, auction sale of Crown land, 3 p.m.

Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Tuesday, 18th January.

Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Wednesday, 19th January.

Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Thursday, 20th January.

Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Friday, 21st January.

Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Saturday, 22nd January.

H.K.A.A. Marathon race. From Aberdeen to Cricket Ground, 3.30 p.m.

Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Tuesday, 25th January.

Hongkong Land Reclamation Company, Limited, Annual Meeting, at the Company's Offices, Victoria Building, 11.30 a.m.

West Point Building Co., Ltd. Annual Meeting, at the Company's Offices, Victoria Building, 11.45 a.m.

Hongkong Land Investment and Agency Company, Ltd. Annual Meeting, at the Company's Offices, Victoria Building, 12 o'clock noon.

Theatre Royal, Scotch concert, 9 p.m.

Friday, 28th January.

Volunteer Ball, 9 p.m.

Saturday, 30th January.

Saiyungpan School prize distribution by H.E. the Governor, 12 o'clock.

Boxing at City Hall, Billy Bellow vs. Bill Lewis.

To-day's Advertisements.

LAWN BOWLS CHAMPIONSHIP.

THE FINAL and SEMI-FINAL take place on the Police and Civil Service Greens TO-MORROW, commencing at 1 p.m.

A full rink competition will also take place.

E. W. DAWSON, Hon. Sec. and Treasurer. [105]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS are reminded that Entries for the next RACE MEETING close to the Undersecretary TO-MORROW (SATURDAY), the 15th inst. Those members entering ponies are requested to send their Entries to the office of the HONGKONG JOCKEY CLUB, No. 3, Chater Road, Ground Floor of the Hongkong Club Annex before 5 p.m. on that date.

By Order,

T. F. HOUGH, Clerk of the Course. [106]

OPIUM SMUGGLING.

SHIP STEWARD AND A SAILOR BEFORE MANILA JUDGE.

'Chou Tong, the steward of the *Superie*, and Wang Chang, a sailor on the same boat, were before Judge Jenkins yesterday morning to answer to charges of having illegally imported into the Philippine islands one and three quarters kilos of opium, valued at about P150, reports the *Manila Cableman* of 9th inst. It was in eight tins, wrapped in a sack and the whole in a tin.

David Dixon, an employee of the customs service, went aboard the boat to see if he could buy opium and soon found that there was some aboard. He learned from the steward that Wang Chang had some for sale and went to look for him. In the meanwhile the steward instructed Wang what he was to do; that he was to get the money first before delivering the goods and if the native tried to seize him or the drug he was to do his best to throw it overboard.

When Wong and the native conversed about opium the former acknowledged the possession of some and agreed to sell it for ten pesos a tin. The bargain was made and Wong returned for the drug which he brought out, but before it could be turned over to the purchaser the vendor was seized and placed under arrest.

The case was continued till Monday in order to allow the production of further witnesses in an endeavour to show that the steward was not concerned in the deal.

A NATIVE report says that the Anti-Opium Commissioners in Peking have conferred together and decided to reorganize the staffs of the Opium Refuge, in which officials accused or suspected of opium-smoking are tested. New regulations will be drawn up, so as to ensure its working with greater efficiency.

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THE ONLY FIRST-CLASS SHOW IN THE COLONY.

EXCELLENT FILMS, BEST ARTISTS.

ORCHESTRA IN ATTENDANCE. DAILY CHANGE OF PROGRAMME.

COMPLETE CHANGE TWICE A WEEK, MONDAY AND FRIDAY.

WYNDHAM (FLOWER) STREET, opposite G. P. O.

DAILY at 8.30 and 9.15 P.M.

Saturdays and Sundays, Matinees

at 4 p.m. (Half-price).

Hongkong, 5th January, 1910. [107]

STATE EXPRESS CIGARETTES.

ARDATH TOBACCO COMPANY,

LONDON.

Winfred in Tins of 50	...	...	...	\$0.50
" " Packets of 20	...	...	...	0.20
Chief Whip in Tins of 50	...	...	...	0.50
Splendo in Tins of 50	...	...	...	0.65
" " " 100	...	...	...	1.20
" " Packets of 20	...	...	...	0.25
No. 555 in Tins of 50	...	...	...	0.80
No. 999 " "	...	...	...	1.20
Turkish Leaf No. 1 in Tins of 50	...	...	...	1.50
" " " 100	...	...	...	3.00
Quo Vadis in Tins of 100	...	...	...	8.00
Winfred Navy Cut Tobacco in 1/2 lb Tins	...	...	...	0.40

These delicious high-class Cigarettes are recognised as the standard of perfection in quality and mode of hygienic manufacture.

H. PRICE & CO. LD.

WINE AND CIGARETTE MERCHANTS.

Telephone 135.

Hongkong, 9th December, 1909. [108]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER SAVING 1 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF CHINA" SATURDAY, JAN. 29TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 25TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, JUNE 10TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 30 Kts., and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

U. W. ORRIDGE, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

12)

INDO-CHINA STEAM NAVIGATION CO., LD.

(Projected Sailings from Hongkong—Subject to Alteration.)

For	Steamship	On
SHANGHAI	"HANGSANG"	MONDAY, 17th Jan, Noon.
TSINGTAU, CHEFOO and CHIN-CHANG	"CHIPSING"	MONDAY, 17th Jan, 4 P.M.
WANTAO	"CHIPSING"	MONDAY, 17th Jan, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG"	FRIDAY, 21st Jan, Noon.
AND MOI	"FOOKSANG"	FRIDAY, 21st Jan, Noon.
MANILA, CANTON, CALCUTTA, RUTSANG	"RUTSANG"	SATURDAY, 22nd Jan, Noon.
SINGAPORE, PENANG, CALCUTTA, LAISANG	"LAISANG"	TUESDAY, 1st Feb, Noon.

FOR THE MANILA CARNIVAL—Feb. 5th to 14th 1910.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 26th January, and 4th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Steamers take superior accommodation for first-class passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Okinawa, Tientsin & Newchwang. For Freight or Passage, apply to JARDINE MATHESON & CO., LD., Telephone No. 215. Sub. Exch. 4. Hongkong, 14th January, 1910.

8

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	On
SWATOW, SHANGHAI & CHINWANTAO	"WENHOW"	15th Jan, 4 P.M.
SHANGHAI	"ANHUI"	16th Jan, Daylight.
MANILA	"TEAN"	18th Jan, 3 P.M.
TSINGTAU, WEIHAIWEI & CHEFOO	"KWEIYANG"	19th Jan, 4 P.M.
SHANGHAI	"LIAN"	20th Jan, 4 P.M.
SHANGHAI	"CHINHUA"	23rd Jan, Daylight.
MANILA	"TAMING"	25th Jan, 3 P.M.
SHANGHAI	"CHENAN"	27th Jan, 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	1st Feb, 4 P.M.

MANILA CARNIVAL—5th to 14th FEBRUARY.

S.S. Tean will sail hence for Manila on 1st February and S.S. Taming sails from Manila on 15th instant. Special reduced return fare of \$50.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State Rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State Rooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chonan, Lian, Chinhua) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State Rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36. Hongkong, 14th January, 1910.

9

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
LAIRO	1540	R. Rodger	MANILA	SATURDAY, 15th Jan, at Noon.
ROBI	1540	A. Fraser	"	SATURDAY, 22nd Jan, at Noon.

SPECIAL REDUCED RATES FOR VISITORS TO THE CARNIVAL.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 14th January, 1910.

11

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

THE Steamers

"PEMBROKESHIRE" (late "Segura") & "CARMARTHENSHIRE" Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about end of January and beginning of March respectively.

FARE TO LONDON... £35

A Stewards and fully qualified Doctor are carried.

N.B.—"Pembroke" calls at Marseilles.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th December, 1909.

13

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct trans service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage	Leaves
TACOMA via MOJI, KOBE, AND YOKOHAMA	"SEATTLE MARU" Capt. T. Sato	6,182	FRIDAY, 21st Jan, at Noon.
Do.	"CHICAGO MARU" Capt. T. Sato	6,182	WEDNESDAY, 23rd Feb, at Noon.

The Co.'s newly built steamers, have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI & SWATOW & AMOY.	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 16th Jan, at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. I. Sugi	WEDNESDAY, 19th Jan, at 8 A.M.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"BUJUN MARU" Capt. Y. Fuseo	THURSDAY, 27th Jan, at Daylight.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 13th January, 1910.

T. ARIMA, Manager.

14

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON, AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"KAMO MARU" Capt. F. L. Sommer, Tons 9000 "AKI MARU" Capt. K. Sato, Tons 7000 "MISHIMA MARU" Capt. A. E. Moser, Tons 9000	WEDNESDAY, 19th Jan, at Daylight. WEDNESDAY, 2nd Feb, at Daylight. WEDNESDAY, 16th Feb, at Daylight.

VICTORIA, B.C. & SEATTLE ("Kanagawa Maru" leaving Hongkong 3rd Feb, due Kobe 15th Feb, connects) "INABA MARU" Capt. R. Takeda, Tons 6500 WEDNESDAY, 16th Feb, From YOKOHAMA.

VICTORIA, B.C. & SEATTLE ("Iyo Maru" leaving Hongkong 3rd Feb, due Yokohama 15th March, connects) "TAMBA MARU" Capt. G. H. Butler, Tons 6500 WEDNESDAY, 16th March, From YOKOHAMA.

SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE "YAWATA MARU" Capt. T. Sekine, Tons 6000 FRIDAY, 21st Jan, at Noon.
"HIKOKU MARU" Capt. M. Yagi, Tons 6000 THURSDAY, 17th Feb, at Noon.

NAGASAKI, KOBE and YOKOHAMA "HIKOKU MARU" Capt. M. Yagi, Tons 6000 WEDNESDAY, 19th Jan, at Daylight.

KOBE and YOKOHAMA "HITACHI MARU" Capt. N. Mathieson, Tons 7000 SATURDAY, 22nd Jan, at Daylight.

SHANGHAI, MOJI AND KOBE "MOYU MARU" Capt. J. C. Richards, Tons 4500 SATURDAY, 20th Jan, at Noon.

BOMBAY, Via SINGAPORE AND COLOMBO "YETOROFU MARU" Capt. K. Soyesa, Tons 4500 TUESDAY, 25th January.

† Fitted with new System of wireless telegraphy. ‡ Cargo only. * Carries deck passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days; to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KURUMOTO, Manager.

15

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI," Captain Dini, will be despatched as above TO-MORROW, the 15th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 14th January, 1910.

16

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND AMSTERDAM.

THE Steamship

"CARMARTHENSHIRE," Captain W. O. Tyers, will be despatched as above on 16th January, at Daylight.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 6th January, 1910.

18

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE," Captain R. Hayes, will be despatched as above on 29th January.

See Special Advertisement.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 14th December, 1909.

19

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG.

FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Oceanic	4,657	F. W. Davies	10th Feb.
Kauai	4,232	J. Mathie	10th March
Aymere	4,393	J. Boyd	7th April

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

ARLW EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DO WELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 13th January, 1910.

20

STEAM TO CANTON.

THE New Twin Screw Steel Steamer:

"KWONG TUNG" Capt. R. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer'd by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 14th Jan., 1910.

21

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ, CANAL (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "DODWELL" Capt. J. C. Richards, Tons 4500 SATURDAY, 20th Jan, at Noon.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 17th December, 1909.

22

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA," Captain H. Powell, carrying His Majesty's Mail, will be despatched from this for BOMBAY, etc., on SATURDAY, the 22nd January, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mooltan," 9,621 tons, from Colombo. Passengers' accommodation to which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "India," due in London on 5th March, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th January, 1910.

23

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING," Captain A. E. Gentles, will be despatched for the above Ports TO-MORROW, the 15th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 14th January, 1910.

24

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY). (ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL EXELMANS" will leave on or about 26th January, 1910.

For further particulars apply to

P. A. LAPICQUE & Co., Agents at Hongkong, No. 4 Queen's Building, Telephone 950.

Hongkong, 7th January, 1910.

25

For Sale.

FOR SALE AT GRACA & CO., 2

SHARE QUOTATIONS

Supplied by Messrs. H. S. KADOORIS & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CL. SING QUOTATIONS
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,007,810	Interim of 1/4 for account 1909 @ ex 1/9/09 = \$12.72	4 % \$1,000 sales (London £93.5/-)
National Bank of China, Limited	90,000	7	7	\$4,000 \$3,000	\$30,553	\$2 (London 3/6) for 1909	\$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,181 \$102,797 \$185,000	none	\$10 for 1908	7 % \$745 sellers
North China Insurance Company,	10,000	15	15	Tls. 227,000 Tls. 115,253 Tls. 148,183 \$1,000,000	Tls. 207,573	Final of 7/8 making 15/- for 1908	Tls. 112 1/2
Union Insurance Society of Canton	12,400	\$150	\$100	\$1,200,000 \$120,240 \$882,609	\$2,464,931	Final of 3/7 making \$17 for 1907 and interim of 1/2 for 1908	1 1/2 % \$905 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$40	\$1,000,000 \$294,405 \$199,264	\$7,7637	\$12 and bonus \$3 for 1907	7 % \$130
FIRE INSURANCE.							
China Fire Insurance Company,	70,000	\$100	\$10	\$1,000,000 \$438,605 \$138,301	\$375,341	\$6 and bonus \$1 for 1907	7 % \$118 sellers
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$1,431,173	\$168,711	\$27 for 1907	7 1/2 % \$370 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$15	\$7,000	\$1,015	\$1 for 1906	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$150,000 \$100,000	Nil	\$1 for year ending 30.6.1908	\$33
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$677,507 \$119,267 \$22,641	\$27,170	Interim of 1/4 for account 1909	7 1/2 % \$32 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	\$1,000,000 \$100,000	\$13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	\$63 buyers
Do. (Deferred)	60,000	15	15	\$1,000,000 \$100,000	Nil	Final of 2/- for 1908 and interim of 1/- for 1909	65/-
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	\$1,000,000 \$1,000,000	\$68,817	\$1.20 for year ending 10.4.1909	4 % \$26 buyers 31 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$100,000	\$3,121	\$1.20 for year ending 10.4.1909	4 % \$26 buyers 31 1/2
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$56,848	Dr. \$1,756	\$5 for year ending 31.12.08	3 1/2 % \$158
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$15,891 Tls. 6.02	\$5 for 1897	\$21 sellers Tls. 355 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	\$10,000,000	Dr. \$15,891 Tls. 6.02	\$5 for year ending 31.12.09	\$21 sellers Tls. 355 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$1,000,000 \$1,000,000	none	Final of 1/6 making 3/- for 1909	7 % Tls. 18 sellers 60
Headwaters Mining Company	60,000	10	10	none	none	First year	\$6 sellers
Raub Australian Gold Mining Company, Limited	150,000	10	10	\$4	Dr. 2,191	No. 11 of 1/- = 48 cents	\$6 sellers
DOCKS, WHARVES & GODOWNS.							
Feinwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$1,000,000	Dr. 37,421	\$1.75 for year ending 31.12.06	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55 1/2	\$50	\$1,000,000 \$1,000,000	\$10,108	None	\$59 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$1,000,000 \$1,000,000	\$345,162	Interim of 1/4 for account 1909	\$50 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 50,000 Tls. 50,000	Tls. 6,861	Interim of Tls. 2 1/2 for 1908	6 1/2 % Tls. 72 1/2 ex d
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 185,000 Tls. 185,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 % Tls. 130 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 Tls. 15,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 105 buyers \$15 sales
Central Stores, Limited	50,123	\$15	\$15	\$1,000,000 \$1,000,000	\$24,041	\$1.20 on old and 60 cents on first new issue	\$18 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$1,000,000 \$1,000,000	\$10,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$17 new buyers \$102 buyers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$5 1/2	\$10	\$1,000,000 \$1,000,000	\$10,272	Interim of 1/4 for account 1909	6 1/2 % \$81 sales \$30 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$1,000,000 \$1,000,000	\$5,486	60 cents for 1908	7 1/2 % \$81 sales \$30 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	\$1,000,000 \$1,000,000	\$178	\$14 for 1908	5 % \$14 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,533,045 Tls. 1,533,045	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 100,000 Tls. 100,000	\$1,068	Interim of 12 for account 1909	8 1/2 % \$14 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000	12,991	Tls. 11 for year ending 31.12.09	8 1/2 % Tls. 139 buyers \$6 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$10	Tls. 40,098 Tls. 40,098	\$9,553	5 cents for year ending 31.7.08	...
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000 Tls. 175,000	Tls. 8,372	Tls. 7 1/2 for year ending 31.12.08	Tls. 75
Liao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,812	Tls. 4 for 1908	Tls. 101
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 1,173 Tls. 1,173	Tls. 15,812	Tls. 5 for 1906	Tls. 425
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	\$1,500 \$1,500	748	15 % per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000	Nil	\$1.20 for 1908	10 % \$12
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$67,138	50 cents for year ended 28.2.06	\$6 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,407	80 cents for 1908	8 1/2 % \$61 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000	\$1,891	\$1.20 for year ending 31.7.09	8 1/2 % \$16 1/2 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,756	Interim of 35 cents for account 1909	10 % \$7 1/2
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$1,000,000	\$670	8 cents for year ending 31.12.08	8 % \$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$5195	\$1 a dividend 20 cts. for year ending 29.2.09	6 % \$20 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000	\$7616	Interim of \$1 for account 1909	10 % \$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000	\$3790	Interim of \$1 for account 1909	8 1/2 % \$121 sales
Maatschappij tot Exploitatie van Landbouw erijdschap in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 547,500	Tls. 316,682	Final of Tls. 14 1/2 and bonus of Tls. 7 1/2 for 1909	Tls. 940 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,204	8 cents on fully paid share and 8 cents on \$1 paid shares for year ending 30.4.09	6 1/2 % \$13 1/2
Philippine Company, Limited	75,000	\$10	\$10	none	Pa. 18,640	None	\$140 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 14,810	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 135 sellers
South China Morning Post, Limited	6,000	\$15	\$15	none	Dr. \$56,602	None	\$231 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$63	40 cents for year ending 31.5.09	7 % \$231 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.05	5 % \$10 1/2 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$4,000,000 \$4,000,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$121 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$300,000	\$2,613	Final of 30 cents for 1908	6 1/2 % \$7
William Powell, Limited	15,000	\$7	\$7	none	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...
RUBBERS.							
Allagar Rubber Estates	750,000	2 1/2	2 1/2	none	none	None	5/- buyers
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2 1/2	2 1/2	none	none	Interim of 12 1/2 % for account 1909	17 1/2 % sellers
Balgownie Rubber Estate, Limited	30,000	\$1	\$1	\$1,400 \$1,400	\$11,05	20 % interim for 1909	85 buyers
Castlefield Rubber Estate, Limited	37,650	\$1	\$1	none	none	20 % for 1909	60/- sales
Damansara (Selangor) Rubber Co.	11,000	\$1	\$1	none	none	None	60/- buyers
Golconda Malay Rubber Co.	83,000	\$1	\$1	none	none	None	60/- buyers
Highland & Lowland Para. Rubber Co. (fully paid)	181,454	\$1	\$1	none	none	7 1/2 % interim for 1909	60/- buyers
Do. do. (contributory)	123,541	\$1	\$1	none	none	None	60/- buyers
Kamuning (Perak) Rubber Co. & Co.	950,000	\$1	\$1	none	none	None	60/- buyers
Do. do. A Shares	105,000	\$1	\$1	none	none	None	60/- buyers
Do. do. B Shares	180,000	\$1	\$1	none	none	None	60/- buyers
Kuala Lumpur Rubber Co., Limited	900,000	\$1	\$1	none	none	None	60/- buyers
Linggi Plantations, Limited (ordinary)	10,000	\$1	\$1	none	none	None	60/- buyers
Do. do. (7 1/2 % pref.)	6,000	\$1	\$1	none	none	None	60/- buyers
Ledbury Rubber Estates, Limited	40,000	\$1	\$1	none	none	None	60/- buyers
Do. do. (contributory)	20,000	\$1	\$1	none	none	None	60/- buyers
Sagga Rubber Company, Limited	50,000	\$1	\$1	none	none	Interim of 60 % for 1909	113/- sales
Sandycroft Rubber Company, Limited	50,000	\$1	\$1	none	none	None	113/- sales
Sekong Rubber Company, Limited	50,000	\$1	\$1	none	none	None	113/- sales
Selkirk Rubber Estate, Limited	65,000	\$1	\$1	none	none	None	113/- sales
Singapore & Johore Rubber Company, Limited	2,000	\$100	\$100	none	none	None	113/- sales
Sungei Chok Rubber Estate Company, Limited	45,000	\$1	\$1	none	none	None	113/- sales
Sungei Kaper Rubber Company	110,000	\$1	\$1	none	none	7 1/2 % interim for 1909	60/- sales

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